

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

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COUNTRY Poland

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1. The Metal Industry has recently been divided into five Directorates. This division is not a territorial one; each Directorate is in charge of certain types of production and of factories adapted for this production.
 - a. The Directorate of Heavy Industry (Dyrekcja Przemyslu Ciezkiego) is in charge of large constructions such as bridge spans, static installations for large cranes, certain forges and foundries.
 - b. The Directorate of Medium Industry (Dyrekcja Przemyslu Sredniego) is in charge of the production of machine tools for metals, timber etc., steam engines, machines for paper production, sawmill machinery, boilers (excluding locomotive boilers), steam rollers, machine installations for cement works, brick kilns, match factories, tobacco factories, mechanical installations for cranes (excluding electric motors), and the like.
 - c. The Directorate of Rolling Stock and River Craft (Dyrekcja Taboru Kolejowego i Rzeczneego) is in charge of the production of locomotives, railroad cars of all types, and river craft.
 - d. The Directorate of the Motor Industry (Dyrekcja Przemyslu Motoryzacyjnego) is in charge of the production of motor cars, agricultural tractors, motorcycles, bicycles, aircraft engines and aircraft, Diesel engines up to 60 hp, small auxiliary motors for agriculture, and spares.
 - e. The Directorate of Metal Products (Dyrekcja Przemyslu Wytobow Metalowych) is in charge of the production of mass-produced metal articles such as screws, rivets, wire, nails, simple tools (shovels, rakes, hammers, axes, scythes, etc.), fittings for water and gas systems, metal furniture, ordinary and furniture locks, padlocks, and various small metal fancy goods.
2. All problems of a constructional nature, such as working out the production of new articles, improvement of those already in existence, and long-term construction problems (construction research) are worked out by four Central Construction Bureaus (Centralne Biura Konstrukcyjne) subordinate to the Central Administration of the Metal Industry (Centralny Zarzad Przemyslu Metalowego). From an administrative point of view, however, they are attached to the appropriate Directorates (Dyrekcje) of those industries which will eventually manufacture the constructions worked out by these offices. They are:

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- a. Central Aviation Research Bureau - Warsaw (Centralne Studium Samolotow).
 - b. Central Construction Bureau of the Motor Industry - Warsaw (Centralne Biuro Konstrukcyjne Przemyslu Motoryzacyjnego).
 - c. Central Construction Bureau of the Machinery Industry - Gliwice (Centralne Biuro Konstrukcyjne Przemyslu Maszynowego).
 - d. Central Construction Bureau of Foundry Installations - Gliwice (Centralne Biuro Konstrukcyjne Urzadzen Odlewniczych).
3. The Functions of these Bureau are as follows:
- a. The Central Aviation Research Bureau collaborates with the Civil Aviation Department of the Ministry of Communications and the Ministry of National Defense. It is subordinate to the Central Administration of the Metal Industry but is independent from an administrative point of view.
 - b. The Central Construction Bureau of the Motor Industry is subordinate to the Central Administration of the Metal Industry and is attached administratively to the Directorate of the Motor Industry in Warsaw (Dyrekcja Przemyslu Motoryzacyjnego).
 - c. The Central Construction Bureau of the Machinery Industry is attached to the Directorate of Medium Industry.
 - d. The Central Construction Bureau of Foundry Installations is located at Gliwice (Gleiwitz). It collaborates with the Instytut Odlewniczy (Foundry Institute) in Krakow and is subordinate to the CZPM. Administratively, it is attached to neither of the two Zjednoczenia Przemyslu Odlewniczego (Unions of the Foundry Industry).
4. These Central Bureaus were created for two reasons: firstly to work out constructions planned for the whole of Poland, irrespective of the factory eventually engaged in their actual manufacture, and secondly, to cope with the acute shortage of qualified engineers, constructors, technicians, etc. which makes it impossible for individual factories to have their own construction offices of a technically adequate standard.
5. Apart from the above-mentioned construction bureaus, there exist other Construction Bureaus for dealing with more specific problems. These Construction Bureaus service not only the factory to which they happen to be attached, but also all other factories of this particular type throughout Poland. The following are examples:
- a. The Construction Bureau for Lathes, Machine Tools, and Tools (former "Union of Polish Mechanics from the USA" - Stowarzyszenie Mechanikow Polskich z Ameryki), attached to the Machine Tool Factory at Pruszkow.
 - b. The Locomotive and Railroad Car Construction Bureau, attached to the Cegielski Works at Poznan.
 - c. The Iron Bridges Construction Bureau (former firm of Zieleniowski) at Krakow, attached to the State Bridge and Iron Construction Factory.
6. In addition there are small construction bureaus attached to factories for their own internal use, e.g. for co-ordinating constructional changes with the workshop office (biuro warsztatowe), keeping files of blue prints and drawings, and carrying out small construction work for their own requirements.
7. Some factories are highly specialized, as for example the State Clock Factory (Panstwowa Fabryka Zegarow) in Lodz. This factory has its own construction office. The same applies to other factories if they manufacture highly specialized articles with a limited constructional scope.

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8. The five Metal Industry Directorates embrace all branches of the Metal Industry, but some of these branches are still grouped in the former structure of Zjednoczenia (Unions) which, in spite of being merged organizationally with the various Directorates of the Metal Industry, have yet maintained their administrative independence, because of their concentration on specified problems in factories working along those lines. These are:
- a. Union of Textile Machinery Ind. (Zjednoczenie Przemyslu Maszyn Wlokienniczych) is closely connected with the Textile Industry. It has a special Construction Bureau and several metal factories incorporated with the Union.
 - b. Union of Optical and Precision Instruments Industry (Zjednoczenie Przemyslu Precyzyjnego i Optycznego) is engaged in specialized production.
 - c. Union of the Tool Industry (Zjednoczenie Przemyslu Narzedziowego) produces cutting tools for metal, timber, and plastics only. It also covers the production of gauges (calibers). This too, is a strictly specialized field of great importance to the entire Metal Industry.
 - d. Union of Agricultural Machinery Industry - Lodz (Zjednoczenie Przemyslu Maszyn Rolniczych) has also a strictly specialized task, namely, standardization and planning in the production of agricultural machinery.
 - e. Union of Sheet Metal Articles Industry (Zjednoczenie Przemyslu Wytworow z Blachy) produces articles such as domestic utensils (enameled and galvanized, cans of all kinds for the Food Industry, etc.
 - f. Union of Foundry Industry - Radomsk and Krakow (Zjednoczenie Odlewnicze) embraces all foundries in the Radomsk and Krakow areas which manufacture finished cast articles such as iron stoves, kitchen ranges, cast-iron pots and various galvanized goods, or which supply castings of all kinds for other factories for further processing. These foundries carry out work of a purely casting type and are not foundries attached to factories.
9. Attached is a plan showing the structure of the Metal Industry.

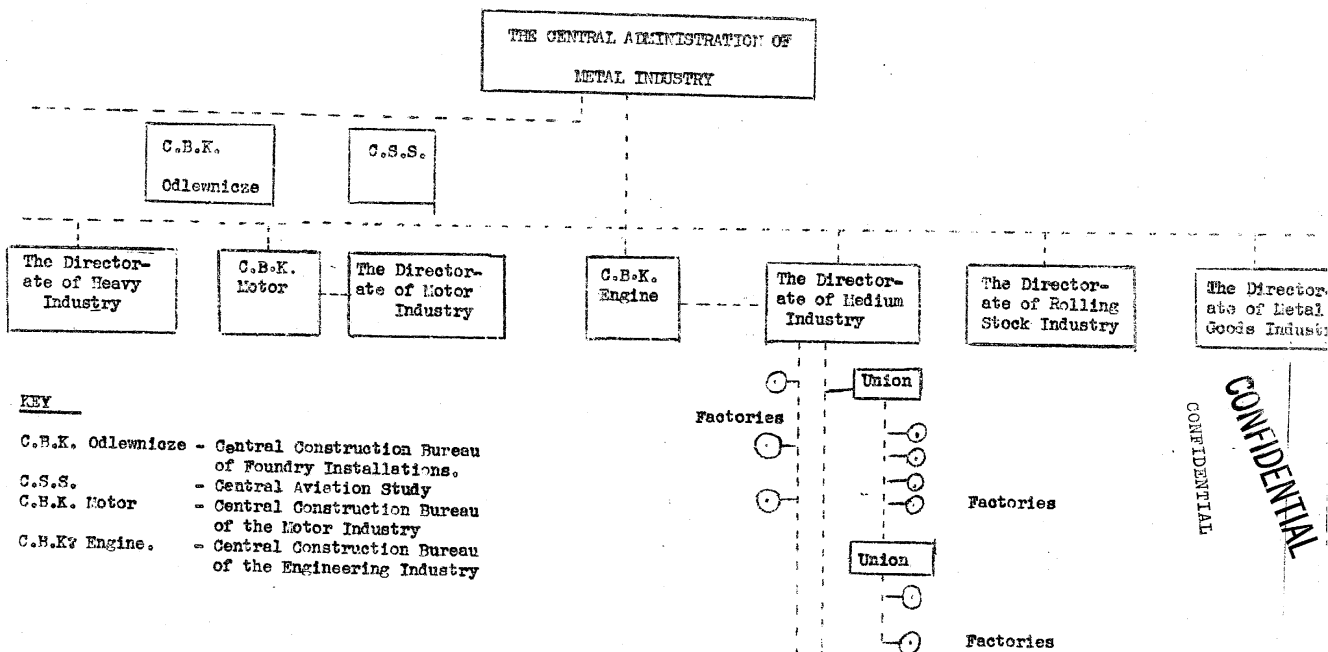
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